



Nagasaki Report No.1999.

S.Nº 580 MS"NOTO MARU"

CONSTRUCTION PROFILE
AND DECK PLAN
SHEET I

(FINISHED PLAN)

SCALE 100

136 M. x 19 M. x 10.5 M.

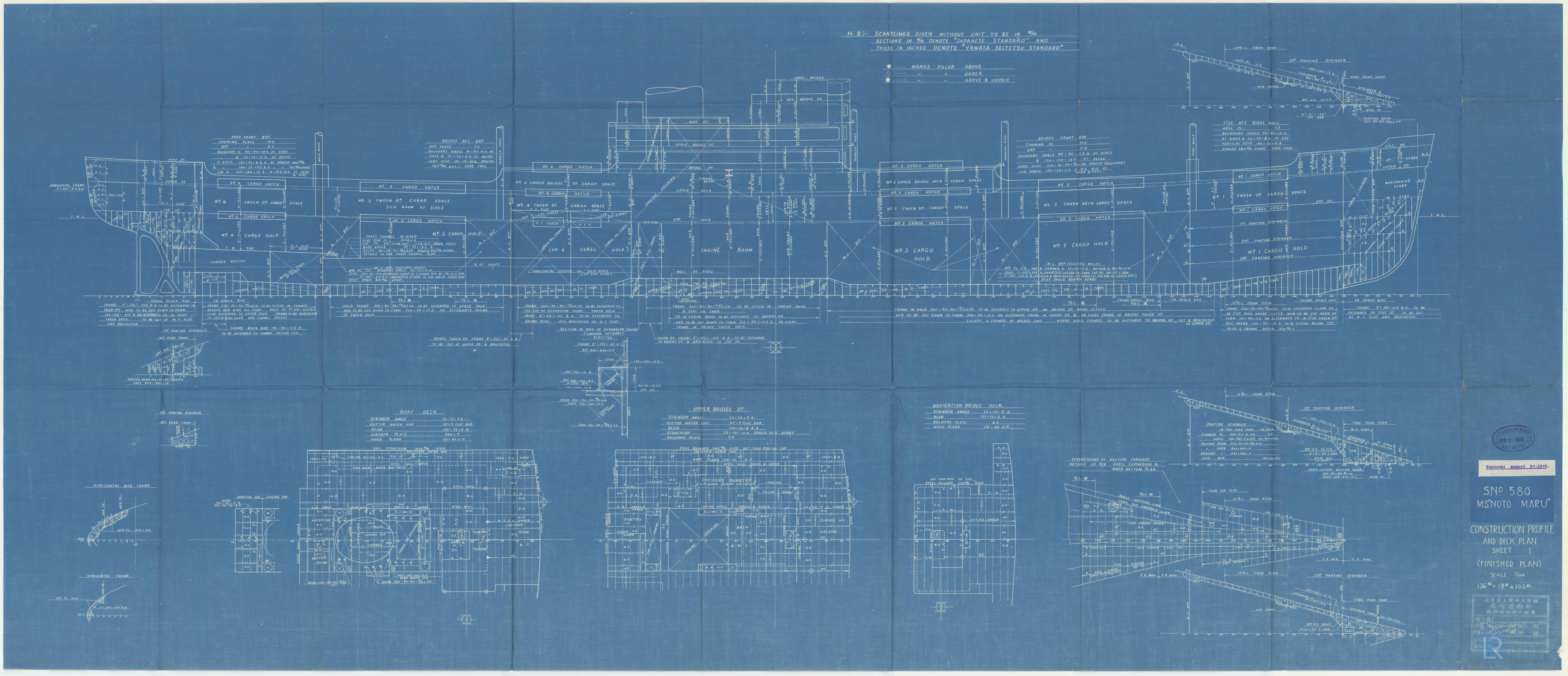


010004-010011-0165



Lloyd's Register Foundation

010004-010011-0165





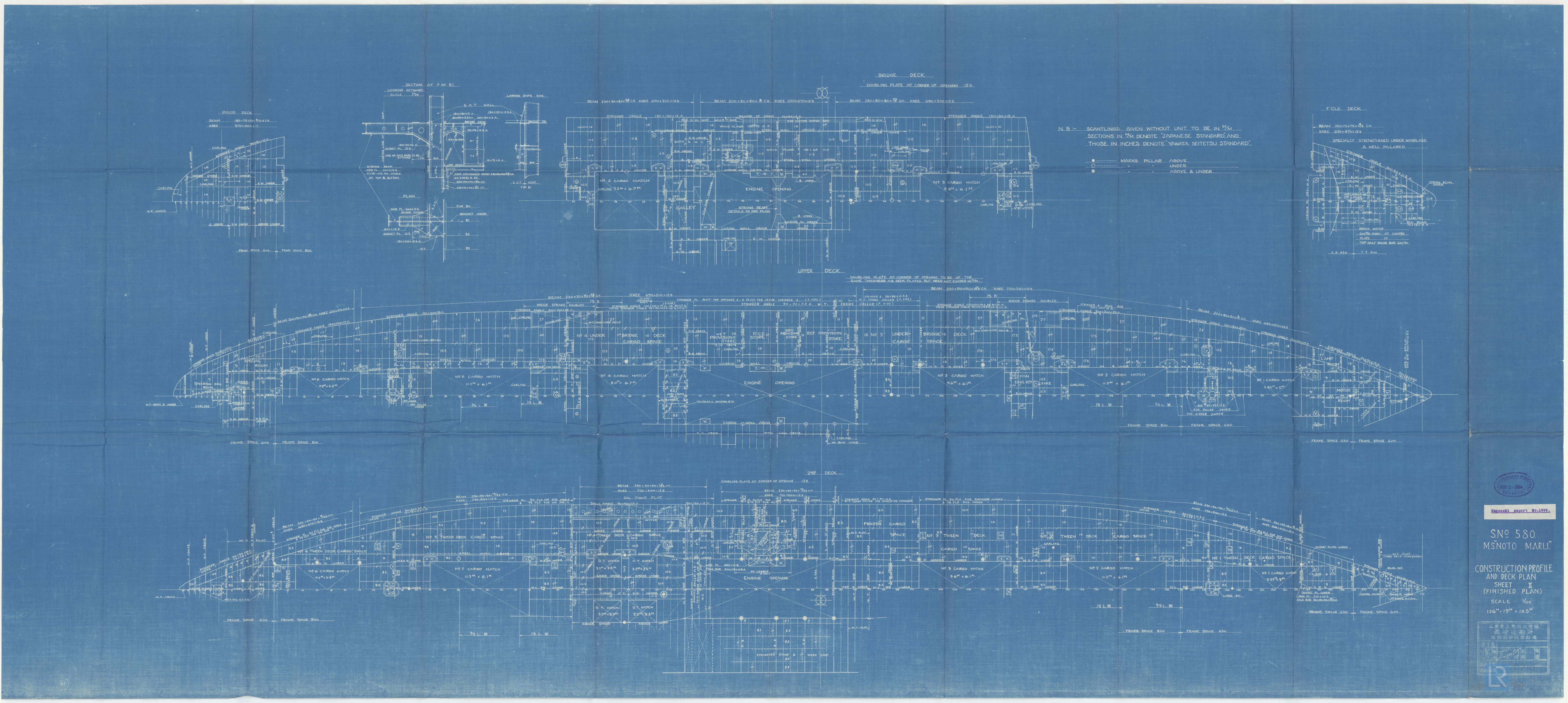
0100011-010011-0166



SECTION JUG AFTWARD LE VSO



2021 Loyd's Register oundation





Nagasaki Report No.1999.

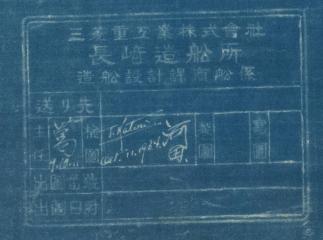
S.Nº 580 M.S.NOTO MARU"

MIDSHIP SECTION.

(FINISHED PLAN)

SCALE 1/25.

136" × 19" × 10.5"



0/0004-010011-0164



Lloyd's Register

LLOYD'S CLASS 100A.I.

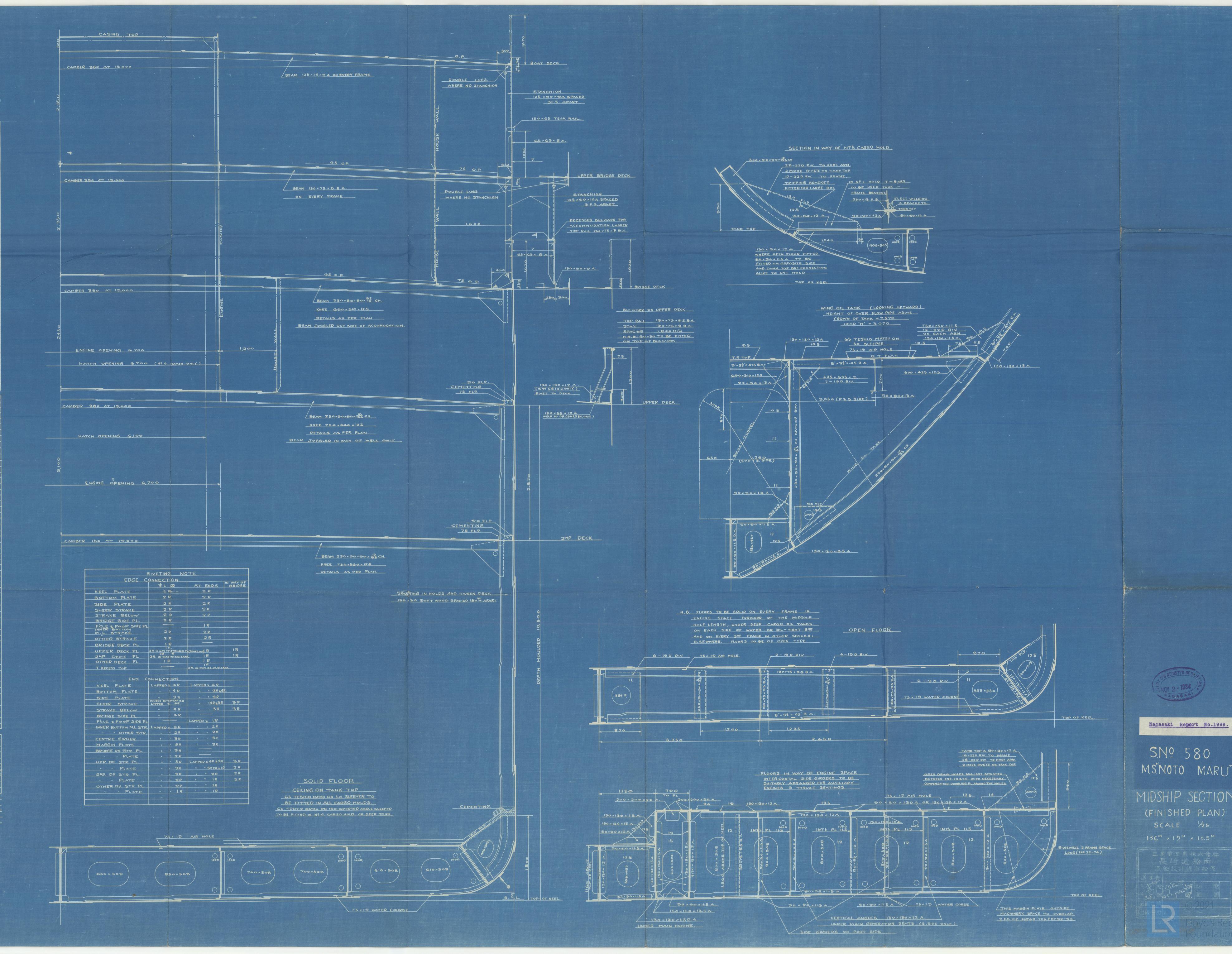
N.B.: SCANTLINGS GIVEN WITHOUT UNIT TO BE IN M/M.

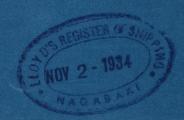
SECTIONS IN M/M DENOTE "JAPANESE STANDARD" AND

THOSE IN INCHES DENOTE "YAWATA SEITETSU STANDARD."

	DECKS
PRINCIPAL DIMENSIONS. LENGTH P.P. L 136 M.	F'CLE DECK POOP DECK
BREADTH MOULDED B 19 M DEPTH " TO UPPER DECK D 10.5 M	" ANGLE 90×90×11.5 A 90×90×10 A
TO BRIDGE DECK D' 12.95M DRAYGHT (ABOVE BASE LINE) 8.346M	DECK PLATE 10 (RULE 9) 10 (RULE 9)
DRAYETT (ADDITION)	TO BE SUITABLY STRENGTHENED
SCANTLING NUMERALS 15T. LONGITUDINAL NUMERAL L x D 1,428	2ND DECK
PROPORTION TO UPPER DECK YD 12.95	CLEAR OF BRIDGE DECK IN WAY OF BRIDGE DECK
BRIDGE DECK L/D' 10.50 % OF LENGTH OF SUPERSTRUCTURES TO L 52.54	STRINGER PLATE 1,260 × 11 - 955 × 9. 9.5 STRINGER ANGLE 90 × 90 × 10 × 10 × 10 × 10 × 10 × 10 ×
TO OF BENCHM OF SEVENSING CHORES TO C	INSIDE - " 75 × 75 × 11 A - 75 × 75 × 9A. 75 × 10.5 FL. DECK PLATE 10 - 8.5 8.5
EQUIPMENT NUMBER	WITHIN LINE OF OPENING 8.5
L * (B+D) 4.012 F'CLE 12.38*2.30)	N.B. :- STRINGER PLATES TO BE FLANGED AS PER PLANIN LIEU OF
POOP 7. 07x2.30 x 0.75 = 129.00 BRIDGE DECK 52. 00x2.45	DECK PLATES IN WAY OF OIL TANK TO BE 10.5 MM IN
" HOUSE 25.60 x 2.35 X 0.50 = 74.27	THICKNESS. UPPER DECK
BOAT DECK " 10.40 1735	STRINGER PLATE 2000x27- 1015 x11
CASING TOP 12.60x .30 SUM 4,215.27 (M2) OR 45,300.00 (FT2)	STRINGER ANGLE 200x200x25A 90x90x115A FLO. PLATE AS PLAN. INSIDE " " 75 x 75 x 12 A. 75 x 11 FL.
LETTER CT	DECK PLATE 17.5 - 9
EQUIPMENTS	WITHIN LINE OF OPENING 11.5 -9 8.5
3-BOWER ANCHORS, STOCKLESS COLLECTIVE WT. 232 CWTS.*	STRINGER PLATES TO BE FLANGED IN WAY OF BRIDGE DECK
STUD CHAIN CABLE 300 FMS 216" DIA.	AS PER PLAN. (IN LIEU OF INNER STRINGER ANGLES.)
TOWLINE STEEL WIRE (SPECIAL FLEXIBLE) 130 FMS 54" CIR.	
MANILA HAWSER SPECIAL FLEXIBLE STEEL W.R. 3-100 3 CIR MANILA Z-100FMS 8 CIR 2-100FMS 8 CIR Z-100FMS 8 CIR WARPS SPECIAL FLEXIBLE STEEL W.R. 2-100FMS 234 CIR	LOO DOWNER OF COLUMN DESK
* RULE WT. 2192 CWTS	BRIDGE DECK UPP BRIDGE DE. BOAT DECK. STRINGER PLATE 1600×14 1250×8 1250×7.
NOCE SIZE S -IX. (I - SAID S - IX.)	G.W. WAY " G5 + 9 F.BAR. G5 + 9 F.BAR. 50 + 9 F.BAR.
STEM FORGED STEEL WITH FASHION PLATE	DECK PLATE 11.5 6.5 6
STERN FRAME STERN POST (RULE SIZE 275 × 225)	WOOD PLANK 125×65 O.P. INSIDE HOUSE
RUDDER ~ (RULE SIZE 235 +225) DETAILS AS PER PLAN '	CURTAIN PLATE 30029
KEEL AND SHELL PLATING KEEL AND SHELL PLATING 1330 × 225 - 20.5 (25 IN WAY OF FORWARD BOTTOM)	FRAMING DEPTH (&)
BOTTOM PLATE 18 13 (" " ")	IN WAY OF CARGO HOLD. 6,470
SIDE " 17.5 - 12 Boss " 20	" " DEEP FRAME 7, 500
F'CLE SIDE " 16.5	FRAME SPACE
POOP " " 10 SHEER STRAKE 2100 x 25.5 - 12	BOTH PEAKS GOO FNº. 138 - COLLISION BHD GSO
STRAKE BELOW SHEER STRAKE 2,130 x 17.5 - 12	OTHER SPACE 800 (RULE 767.5)
	SCANTLINGS
	AFT PEAK TANK S"x 32" x .475" B.A. TO BE EXTENDED TO POOP DE WEB. CUT
	IN POOP TWEEN DE, TO BE CUT AT W.T. FLAT &
ENGINE CASING	BRACKETED
COAMING PLATE 75; (8.5 WHERE EXPOSED)	NºG HOLD 230×90×10 CH TO BE FITTED IN WAY OF WING
CASING PLATE 6.5:(7.5 " ") COMMING ANGLE 75×75×8 A (75×75×94. " ")	OIL TANK AND SHAFT TUNNEL RECESS, HOLD FRAME
STIFFENERS 75 × 65 × 8 A. SPACING ABOUT 800	TO BE BRACKETED TO TOP OF TANK AND TUNNEL RECESS.
	Nº 4 HOLD (CARGO OIL TANK) & FUEL OIL TANK
DECK HOUSES UPPER DECK BRIDGE DECK UPP BRIDGE DE BOAT DECK	NO HOLD & F.O. TANK RESPECTIVELY. TWEEN DECK FRAME
COAMING PLATE 7 8 7 6	8" 32" 445" B.A. R 9" 33" 475" B.A. TO BE EXTENDED TO BRIDGE DECK FRAMES TO BE BRACKETED TO O.T. FLAT. (AS PER PLAN)
HOUSE PLATE 6 7 6 6 6 COAMING ANGLE 75×75×8 A. 150×75×94 150×90×94 125×75×94	ENGINE SPACE 300 + 90 + 10.5 CH TO BE EXTENDED TO BRIDGE DECK.
TOP ANGLE " 75 × 75 × 84 75 × 75 × 84 75 × 75 × 64 75 × 75 × 65 × 84 75 × 65 × 74 75 × 65 × 84 75 × 65 × 74	WEB CUT DOWN TO FORM 215 x 90 x 105AIN BRIDGE TWEEN DECK
SPACING OF STIFF ABOUT 800	NºI HOLD
BILGE KEEL	IN WAY OF DEEP FRAME SYSTEM (FROM 15% L FROM STEM TO COLLISION BHP) Z50 x 90 x 90 x 145 CH TO BE EXTENDED
LENGTH ABOUT 35M. AMIDSHIPS.	TO UPPER DECK OR FCLE DECK WHERE FITTED, WEB
CONNECTING BAR 130×130×12 A.	IN F'CLE TWEEN DECK, REV. FRAME 150 × 90 × 12 A TO BE FITTED BELOW 240 DECK (FRAME DEPTH 320 M) ELSEWHERE
DEPTH OF KEEL 330	300 290 290 155 CH. TO BE EXTENDED TO UPPER DECK, WEB
DOUBLE BOTTOM	CUT DOWN TO FORM 200 x 90 x 124. ON ALTERNATE FRAME
□ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □	N.S. 2, 3 & 5 HOLDS
PLATE 1,60 x 14.5 - 11.5 1,160 x 14.5 CENTRE KEEL ANGLE 130 x 16.5 D.A. 150 A 130 x 16.5 D.A.	300 × 90 × 90 × 15.5 CH TO BE EXTENDED TO UPPER DECK OR
GIRDER TOP " 90+90×13.50A - 13 D.A 90×90×13.50.A VERTL. " 90×90×11.5 A 130×130×12 A.	BRIDGE DECK WHERE FITTED WEB TO BE CUT DOWN TO FORM 200 x 90 x 12 A ON ALTERNATE FRAME IN TWEEN
SIDE BOTTOM ANGLE SONDONILSA SONDONILSA	DECK AND ON EVERY FRAME IN BRIDGE TWEEN DECK EXCEPT 4 FRAMES AT BRIDGE ENDS WHERE HOLD FRAME
GIRDER TOP " 90×90×11.5A. AS PER PLAN VERT! " 75×75×11 A 90×90×11.5A	TO BE EXTENDED TO BRID. DE, CUT & BRACKETED TO
SOLID PLATE 11 : 10.5 12 90×90×11.5 D.A.	FORE PEAK TANK 9" x 32" x .475" B.A. TO BE EXTENDED TO FOLE DECK, TO BE
FLOOR FRAME 90 ×90 ×11.5 A 90 ×90 ×11.5 A FORD OF \$ L &	CUT AT W.T. FLAT AND BRACKETED.
W.T. FLOOR BOUNDARY A. SOFSOFISA SOFSOFISA AT TOP OF E. RM.	
STIFFENER 150×75 × 8 B.A. 200×75 × 10 BA. SPACED 750 M.L. STRAKE 1,360×13 -11 13.5	TANK SIDE BRACKET AND GUSSET ATTACHMENT
INNER OTHER II.S - II & 10 AS PER PLAN BOTTOM MARGIN PLATE 995 x 14 14 845 x 14 AT AFT END	TANK SIDE BAT 12.5 12.5 12.5
TOP & BOTTOM A 130x150x15 A. 130x150x15 A	GUSSET PLATE (CONTINUOUS) II (CONTINUOUS)
N.B. :- DETAILS OF ENGINE SEATING AND OPEN FLOOR AS PER PLAN.	RIVET TO GUSSET 8-22 D. RIV. 40-22 D. RIV. 8-22 D. RIV. 40-22 D. RIV. TANK TOP WHE
	HEIGHT OF TANKSIDE BAT. 2,850 1,800 1,800
STRENGTHENING OF BOTTOM FORWARD FROM FORWARD OF \$1 00 TO COLLISION BHR	V.A. ON MAR PL. 130 x 130 x 12 A 130 x 130 x 12 A 250 x 250 x 13 TEE (30 x 130 x 12 A
PITCH OF RIVET IN FRAMES TO BE 52 D (EACH ARMS	* WHERE TANK TOPARE FLAT THE TANK SIDE BRACKET SHOULD BE NOT LESS THAN 990 MM ABOVE TANK TOP
OF DOUBLE ANGLE FRAMES) FROM MARGIN PLATE TO MARGIN PLATE. INTERCOSTAL SIDE GIRDERS TO BE FITTED	* IN WAY OF NOS & 5 CARGO HOLDS & ENGINE ROOM, WHERE TANK TOPAREFLA
NOT MORE THAN 2,130 MM APART & HALF HEIGHT GIRDERS TO BE EXTENDED AS FAR FORWARD AS PRACTICABLE.	THE CONSTRUCTION TO BE AS PER PLAN
SHELL PLATING :- THREE STRAKES NEXT TO THE KEEL TO BE 19.5 MM IN THICKNESS. (10% IN EXCESS OF	
MIDSHIP THICKNESS) ESPECIALLY 25 % IN THICKNESS	

IN WAY OF BOTTOM FLAT PART.

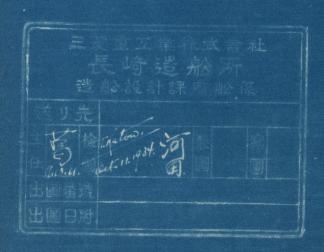




Nagasaki Report No.1999.

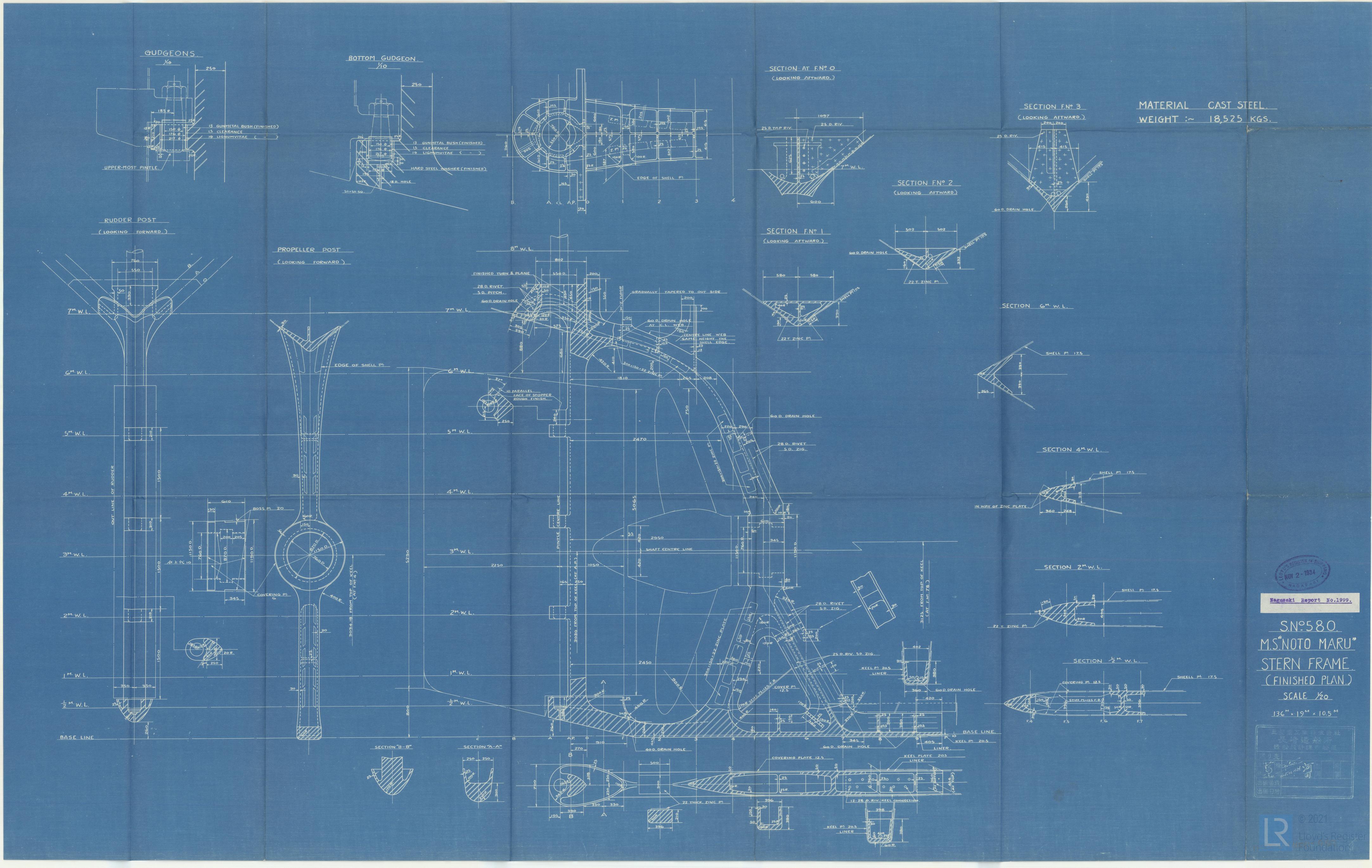
S.Nº580. M.S.NOTO MARU" STERN FRAME. (FINISHED PLAN.) SCALE 1/20

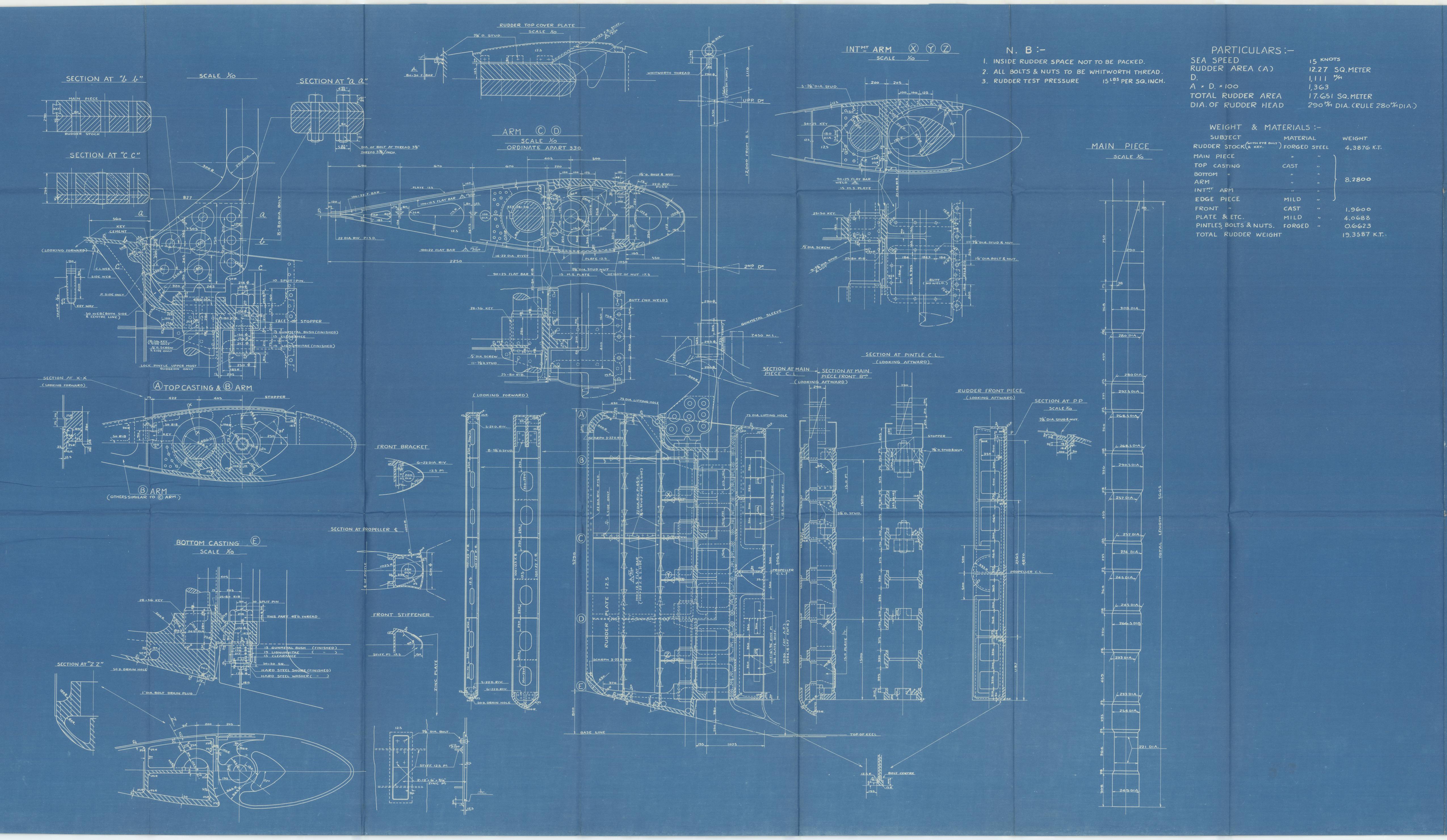
136 × 19 × 10.5 M



010004-010011-0167









SNº 580 MS"NOTO MARU"

Nagasaki Report No.1999.

RUDDER

(FINISHED PLAN)

SCALE 1/20

136" * 19" * 10.5"

